(1) Number of pages — 28 -
(2) Date of repair 16. 7. 87
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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public Works — DEPARTMENT

G.O. No. / B.P. No.	88 - W -	Press. / Mis.
Dated 10 — 1 — 1885 ~~198~~ .		

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Archives —1 10,006-9 80

10TH JANUARY 1885, NO. 88 W., PUBLIC WORKS.

88/1 W

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From Colonel J. BEATTY, R.E., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 13th June 1884, No. 289 E.W.

1 Original letter.
5 Plans.
1 Estimate.
1 Report and
1 Specification.

I have the honor to submit, herewith, plans and an estimate for reconstructing the superstructure of the bridge over the Nóyil river, three spans of 36 feet, on the road from Coimbatore to Pódanúr, with iron main and cross girders, at a cost of Rs. 15,000.

2. The present superstructure is entirely of wood, and the roadway carried by queen post trusses, which are in a decayed state and considered dangerous.

3. As there is considerable traffic at that crossing, the Local Fund Board has decided to take the opportunity to widen the roadway from 15 to 20 feet.

4. The design of the ironwork was by Mr. F. G. Stoney, C.E., of Westminster, London, and it is proposed to have it made up in England under his superintendence by Messrs. Ransomer and Rapier. The design has been slightly modified to suit the length of the piers,* with which Mr. Stoney does not seem to have been correctly informed.

5. The estimate has been checked and found correct.

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* *Vide* Executive Engineer's letter (herewith sent), No. 897, of 6th instant.

No. 1208 C.

Referred, through the Board of Revenue, to the Local Fund Board, for reconsideration of the arrangements by which it is proposed to obtain the additional width of roadway, which arrangements, so far as they are understood, do not commend themselves to the Chief Engineer.

CHEPÂK,
3rd July 1884.

(Signed) J. SHAW-STEWART, Col., R.E.,
Chief Engineer, P.W.D.

From the same officer, dated Coimbatore, 27th December 1884, No. 565 E.W.

1 List with sketch and 16 enclosures (sent per banghy).

With reference to your endorsement, No. 1208 C., of 3rd July 1884, I have the honor to forward, herewith, a letter, dated 12th December 1884, to the Secretary to the Board of Revenue, from the President, Local Fund Board, Coimbatore, and its accompaniments.

2. The Board have been in doubt as to the cause of your objection to Mr. Stoney's plan. I have assumed that you consider it preferable that the main girders should be carried on the body of the work by an extension of the masonry

abutments and piers, as shown on the tracing that is attached to this letter. This I explained to the Local Fund Engineer and told him that, in resubmitting the estimates, he should state the cost of this alternative arrangement.

3. The Board, however, are apparently of opinion that you have not fully understood the arrangements as originally designed, and expect that Mr. Stoney's explanation now furnished will remove any doubt you may have had in the matter; and they object to the lengthening of the abutments and wings, on the ground of its being the more expensive plan of getting the additional width.

ORDER—dated 10th January 1885, No. 88 W., Public Works.

Under the explanation now afforded, the estimate, amounting to Rs. 15,000, for reconstructing the superstructure of the Nóyil bridge, on the road from Coimbatore to Pódanúr, is sanctioned.

2. This sanction has been registered as Local No. 49 W. of 1884-85.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Board of Revenue, with seventeen enclosures.
„ Superintending Engineer, IV Circle.
„ Financial Department.

Exd. E. Fernandez.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1885} Madras.

PUBLIC WORKS.

Dated January, 10th.

Recd. *Encl.*

G.O., 10th Jan. 1885, No. 88 W.

JANUARY.

Noyil Bridge

Estimate for reconstructing the superstructure of the —, on the road from Coimbatore to Pódanúr, sanctioned.

6th October 1884, No. 2376, Financial.

96/3

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

Read—the following paper:—

From W. MAYLOR, Esq., M.I.C.E., of Messrs. Pierce, Leslie and Co., to the Secretary to Government, Public Works department, dated Calicut, 12th September 1884.

I have the honor to inform you that in July 1877 I received an official notice from Colonel Kennedy, the then District Engineer of Malabar, inviting tenders for the construction of an iron bridge over the river at Irrity on the road between Cannanore and Coorg, to consist of four bays or spans of 71 feet each and two of 30 feet each. I had previously obtained several detailed designs of girders for such a bridge from eminent bridge-makers in England, for which I paid £60.

2. Colonel Kennedy having selected and slightly modified one of the designs, I offered to supply and deliver at Cannanore the whole of the iron work (105 to 110 tons) for the sum of Rs. 31,500; this included the cost of testing each span at Cannanore. My tender was considered, by Colonel Kennedy and Mr. Logan, to be the most favorable, and I was informed that the Chief Engineer, Public Works department, had approved of the design and tender, and that the contract would be placed in my hands as soon as the Local Fund Board could arrange as regards funds, and as I was then on the point of leaving for Europe I gave Mr. Robert Stanes, of Coimbatore and Coonoor, a power of attorney to sign the contract deed on my behalf.

3. The next information I received about this bridge was that Mr. Anderson (Engineer of the Malabar Local Fund Board) had arranged to examine the waterway, the result of which led to the proposed lengthening of the bridge so as to comprise 7—72 feet spans.

4. With a view to save the expense and delay in preparing working drawings of such bridges in this country, and as Mr. Anderson wished to have the benefit, advice and experience of an eminent engineer in London (Mr. G. B. Bruce, a prominent member of the Institute of Civil Engineers), the heads of an agreement were arranged and settled on the 11th October 1882 between Mr. Logan (the President of the Malabar Local Fund Board at that time) and myself, which it was thought would ensure the most approved designs being obtained, and the work and materials being thoroughly inspected before shipment, on terms much more favorable than if the orders were sent through the India office and with far less delay.

5. When Mr. Logan left this district for Travancore I informed Mr. Galton of the arrangement which had been made and sent a copy of the "heads of agreement" above referred to. On the 23rd July last my firm informed the President of the Local Fund Board that they would be glad to send in tenders for supplying the iron work for the Irrity and other bridges if they were furnished with the necessary particulars. The President, in reply, stated that the Government had not yet passed orders on his proposal that the iron work should be obtainable by private contract instead of through the store department of the India office. I learned privately only yesterday that Government have decided to get the bridge materials through the Secretary of State for India.

6. A few weeks ago I sent particulars of the iron work required for the Irrity and Merumpoya bridges to the London-branch of my firm, which has since received tenders from first-class bridge-makers, and I received a telegram a few days ago authorizing me to tender for the work and undertaking to ship two out of the seven spans in three months from receipt of a telegraphic reply and the remainder in four months.

7. If the work is ordered through the India Office Stores department much delay will occur, and I venture to think the cost will be much greater.

8. Personally I do not regret the loss of a small commission my firm would have earned if their tender had been received and accepted, but, after all the trouble I have had, I cannot help feeling that my services have not been appreciated to the extent that I had good reason to expect.

9. I enclose extract of the "Proceedings of the Madras Government, Financial department, dated 4th February 1876."

P.S.—I am sending a press copy of this letter to the President of the Local Fund Board.

Enclosure.

Extract from the "Proceedings of the Madras Government, Financial department, dated 4th February 1876."

"Mr. Maylor has carried out several contracts very satisfactorily." . . . . "Inspection of the iron work at home is not, in the opinion of the Chief Engineer, necessary when all the material is ordered and shipped on the contractor's own responsibility and risk. It will certainly cause delay, perhaps additional expense. In fact, unless the Local Fund Board will place themselves in the hands of Mr. Maylor, and trust him entirely in his double capacity of contractor and engineer, the Chief Engineer does not see how they can escape paying a contribution on account of Public Works supervision, whether that be exercised by an India Office Inspector, the Superintendent of the Public Works Workshops at Madras, or the Superintending Engineer or Range officer of Chingleput. Mr. Maylor's competence as an engineer is as undoubted as his good faith as a business man."

Fort St. George,
12th January 1876.

(Signed) G. W. WALKER, Major-General, R.E.,
Chief Engineer, P.W.D.

No. 684 E.

Transferred to the Financial department.

2. It will be seen from G.O., No. 1373 W., dated 2nd June 1884, that the bridge referred to is a work which has been sanctioned for execution by the Local Fund Board, Malabar.

Ootacamund,
16th September 1884.

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Government, P.W.D.

To the Financial department with original letter.

Order—dated 6th October 1884, No. 2376, Financial.

Mr. Maylor will be informed that under orders * from the Government of India the Government of Madras have no alternative but to indent on the store department of the India office for the articles in question. The rules, indeed, make an exception of any case in which, for special reasons, it may be more economical to buy stores of European manufacture in India; but in the present case there is nothing before Government to show that a substantial saving would thereby be effected.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Public Works department.
" President of the Local Fund Board, Malabar, with copy of G.O., dated 31st January 1883, No. 190.

Exd. C. Howarth.

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* In G.O., 31st January 1883, No. 190, Financial.

88/4

P.W.D.

Govt. of (1884) Madras.

FINANCIAL.

[illegible]/84 30.x.84

Communicated for information S.E. IV Circle.

Sd/ J.S.

Issued

Engl.

Recd.

G.O., 6th October 1884, No. 2376.

[illegible]

OCTOBER.

Local Funds—Bridges.

Informing, with remarks, Mr. W. Maylor that, under orders from the Government of India, this Government have no alternative but to indent on the store department of the India office for iron work required for the Irrity and other bridges in Malabar.

S.E. IV Circle

No. 289/4W

Supg. Engineer's Office 4th Circle
Coimbatore, 13th June 1884.

BOARD'S GEN. REG. No. 4945 OF 1884

From
The Superintending Engineer
Fourth Circle

To
The Chief Engineer
P. W. Department

Enclosures 9.
1 Cl Letter
5 Plans
1 Estimate
1 Report and
1 specification

Sir,

I have the honor to submit herewith plans and Estimate for reconstructing the superstructure of the bridge over the Noyel river, 3 Spans of 36 feet, on the road from Coimbatore to Pothanore with iron main and cross girders at a cost of Rupees 15,000

2. The present superstructure is entirely of wood and the Roadway is carried by Queen Post Trusses, which are in a decayed state and considered dangerous.

3. As there is considerable traffic at that crossing, the Local Fund Board has decided to take the

opportunity

opportunity to widen the roadway from 15 to 20 feet.

4. The design of the ironwork was by Mr. F. G. Stoney C.E. of Westminister London, and it is proposed to have it made up in England under his superintendence by Messrs Ransomes and Rapier. The design has been slightly modified to suit the length of the piers,+ with which Mr. Stoney does not seem to have been correctly informed.

+ Vide Executive Engineer's letter herewith sent No. 897 of 6th instant.

5. The Estimate has been checked and found correct.

I have the honor to be
Sir
Your most Obedient Servant.
E. Beatty. Col R.E.
Superintending Engineer 1st Circle

No: 1261 d/20-5-/81

Chepak
3rd July/84

No. 1208 C

Referred, through the Board of Revenue, to the Local Fund Board, for reconsideration of the arrangements by which it is proposed to obtain the additional width of roadway—which arrangements, so far as they are understood, do not commend themselves to the Chief Engineer

M. Stewart
Col. R.E.
2.7.84 Chief Engr., P.W.D.

To the Secretary to the Board of Rev
P.W.S. 88/6. with papers in original

Ack. 21/7/84 2.6.6.84

Ent Bd D. 1263
21/7/84

From
The Supg Engineer,
Fourth Circle

SUPG. ENGINEER'S OFFICE
No. 6452
15 DEC 84
Enc 9
P.W.D.
FOURTH CIRCLE

Dr 3
10750/84

Dated 13th } June/84.
Despd 14th }

No. 289
S.W.

Enc: 9

Noyel Bridge:—

Submitting plans and estimate for reconstructing the superstructure of the — on the road from Coimbatore to Cothanore.

Referred

No. 565 / S.W. Supg. Engr's Office, 4th Circle.
Coimbatore, 27th December 1884.

From,
The Superintending Engineer
4th Circle.

To,
The Chief Engineer
P.W.D.

Enclos 18
1 List with sketch
+16 enclosures
(per Banghy)

× [illegible] dated 1[illegible] December/84 to the Secretary to the Board of Revenue

Sir,

With reference to your endorsement No. 1208 C. of 3rd July 1884, I have the honor to forward herewith a letter from the President L. F. Board Coimbatore and its accompaniments.

2. The Board have been in doubt as to the cause of your objection to Mr. Stoney's plan. I have assumed that you consider it preferable that the main girders should be carried on the body of the work by an extension of the masonry abutments and piers, as shown on the tracing that is attached to this letter. This I explained to the Local Fund Engineer

Engineer and told him that in resubmitting the estimates he should state the cost of this alternative arrangement.

3. The Board however are apparently of opinion that you have not fully understood the arrangements as originally designed, and expect that Mr Stoney's explanation now furnished will remove any doubt you may have had in the matter. And they object to the lengthening of the abutments and wings on the ground of its being the more expensive plan of getting the additional width.

I have the honor to be
Sir,
Your Most Obt. Servant.

J. Beatty - Colonel R.E.
Superintending Engineer
4th Circle.

Acct 21/1/84 a. 26. 6. 5.

L.F.C. No. 1075 D

From.

The Supg. Engr. 4th Circle;

No. 2678 Wd/30.10.84
" 469 Wd/12.2.83
" 1373 Wd/2.6.84
" 1208 Cd/3.7.84

No. 565
G.W.
Dated 27th Decr/84.

Enclosure List

Encl. 14 (3 plans)

Noyel Bridge

Forwards a letter addressed to the Secy. to the Board of Revenue resubmitting the plans and estimates for a new Superstructure to the —

Acty 21/1/84

Co. W. C.W. No. 1075 D
Noyel Bridge.
7/1/85

It will be seen from Mr. Storey's explanation that the weight does not fall on the cutwaters at all. The box girders take the whole load & carry it to the piers.

In my note of 27.6 I stated that the greater part of the weight was transferred to the body of the piers, the extremities of the box girders being partially supported cantilevers. But it now appears that the cutwaters are not to be carried up to level of box girders, the ends of which will be simple cantilevers.

The whole thing of course depends on the strength of the box girders.

The plan of Messrs. Massey & Co., submitted by the Board as an alternative arrangement, is that alluded to in my note as having occurred to me, but which I abandoned on account of the apparent weakness of the wing walls. This point has not been touched on by the Local Fund Engineer or the 4th S.E.

C.I.
31.12.84

The drawings first submitted led me to misapprehend Mr. Storey's proposals. These which is now clear, and his explanation removes the difficulty I felt in approving the arrangement.

5.1.85

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Bridge.

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/84 from the President
tary to the Board

Fund Boards Pro:

ey Esq d/ 2d Augt 1884

roposed girders

from Massey & Co.

n Bridge

No 2678 Wd/30.10.84
" 469 Wd/12.2.83
" 1373 Wd/2.6.84
" 1208 Ca/3.7.84

Astg 21/6/84 [illegible]

Ca 10750 88/10

To Dw.

For orders with advertence to the letter attached to No 1208C d/3rd July 1884.

Ca
29.12.84

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g the papers Connected
Bridge. 88/5

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ain, and cross Girders as pro=

184 from the President
tary to the Board

Fund Boards Pro=

y Esq d/ 2d Augt 1884

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roposed girders

from Massey & Co.

n Bridge

No. 2678 Wd/30.10.84
" 469 Wd/12.2.83
" 1373 Wd/2.6.84
" 1208 Cd/3.7.84

ab 42/16/84 " 26.6.84

S.A.W. 88/11

In connection with this bridge I presume the girders, &c. will be procured by the L. F. Board without the intervention of P.W.D. — but I should like to see the order that recently issued regarding indents on Home for such works where undertaken by L. F. Boards.

CJ
6.1.85

D.W.

Arrangements for the supply of materials for the bridge will be made by the L. F. Board. The P.W.D. have nothing to do with the matter.

The Order recently issued on the subject by Finl. Dept (No. 2376 d) 6.10.84) is submitted.

C.
6.1.85

Very good.
CJ
7.1.85

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g the papers Connected
Bridge. 88/12

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84 from the President
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Fund Boards Pro=

ey Esq of 2d Augt 1884

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roposed girders

from Massey & Co.

n Bridge

No. 2678 Wd/30.10.84
" 469 Wd/12.2.83
" 1373 Wd/2.6.84
" 1208 Cd/3.7.84

List showing the papers connected with the Noyel Bridge.

8/52

1	Tracing of the Noyel Bridge showing the arrangement of Main and cross Girders as proposed by Mr Stoney.
	Enclosure No. 2.
1	Letter No. 1263 d/ 12th Decr/84 from the President L. F. Board to the Secretary to the Board of Revenue
1	Extract from Local Fund Boards Proceedings d/ 28th Novr. 1884.
1	Letter from E.W. Stoney Esq d/ 2d Augt 1884
	Enclosure No. 3.
1	Estimate No. 114 of 84/85.
1	List of iron works.
1	Tracing showing the proposed girders and Improvements
1	Plan of Noyel Bridge from Massey & Co.
	Enclosure No. 4.
1	Tracing of the Wooden Bridge

[illegible] 21/11/84 [illegible] 26.6.84

1	Tracing of Compass Survey
1	Do Showing the proposed girders and Improvements of Noyel Bridge
1	Plan of Noyel Bridge
1	Detail of -Do-
1	Estimate No. 6 of 84/85
1	Report and Specification
1	Letter from the Executive Engineer Coimbatore No. 897 of 6th June 1884.
1	Letter from the Supg. Engineer 4th Circle to the Chief Engineer No. 289/W of 13th June /84 with endorsement No. 1208C of 3rd July /84-
17	

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No. 88. W

PUBLIC WORKS DEPARTMENT.

88/13

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 10th January

READ the following

From the Supg. Engr. IV Circle H. E. No. 289/S.W d/ 13th June 188
Do — Do — " No. 565/S.W d/ 27th December

Under the explanation now afforded, the estimate amounting to Rs 15,000, for reconstructing the superstructure of the Noyel bridge, on the road from Coimbatore to Podanur, is sanctioned.

2. This sanction has been registered as Local No. 49 W of 1884-85.

To
The Board of Rev with 17 Enclos.
" Supg. Engr. IV Circle
" Financial Department.

(Chief Secy for Counterinitials)

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Govt. of (1884) Madras.

PUBLIC WORKS.

Dated 3/1/85.

Recd.

Encl.

G.O. 10 Jany 1885, No. 88 W

Noyel Bridge

Estimate for reconstructing the superstructure of the — on the road from Coimbatore to [illegible]

cancelled.

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